### BOSTON AS NEW AUTO CENTRE.

WHAT A REVIEW AND ANALYSIS OF THE SHOW THERE REVEALS.

Eig Crowd and Demand far Popular Priced Cars Emphasizes Arrival of Boom -New England's Good Roads Have Made Beston a Rival to New York.

There was a great deal that is of interesting significance about the automobile and power boat show which was concluded in Mechanics' Hall. Boston, last night, after a week of success quite astonishing to the followers of automobiling gen-

In the first place, the magnitude of the affair, the extraordinary interest in it and patronage of it on the part of the public and the large amount of business done by the exhibitors were an emphasis of the fact. which was first pointed out in THE SUN during the New York show, that the automobile boom is at hand.

It was predicted that the automobile boom would arrive with the advent of the cheap car, the same as did the bicycle boom. This has been fulfilled to some extent, but not wholly. The real cheap and trashy automobile is not yet here. But the lower priced cars have multiplied and have been so greatly improved that, although prices have not dropped, they are "better value, and those who were waiting have perceived the truth and begun to buy. This stamps the automobile boom as of more substantial character than the bicycle boom. The cheapest motor cars are bought by a wery different class of persons from the buyers of the cheapest cycles. The popular character of the demand was, however, well emphasized at the Boston show by the large proportion of popular priced machines sold. It being a dealers' show for the benefit of consumers and held on the verge of the open season, the affair naturally was a better gauge of the demand and prospec for the season than was the New York exposition.

It must be admitted, of course, that in Boston, where persons with thousands to spend offhand are fewer, and where every one pauses longer over an expenditure than in New York, the higher priced automobiles never have sold as well and the lower priced ones always have sold better than in the metropolis. Yet, making allowances for this, the increase in the demand for medium and low priced cars indicated unmistakably that a new and larger class is beginning to acquire auto-mobiles—the class, in short, which makes R proper to call anything "populars" 12

t is highly significant, secondly, that it was possible, two months after the national exhibition in Madison Square darden, for an automobile show rivalling the New York affair and in several ways excelling it to be held in Boston

To appreciate properly this fact and comprehend why the Boston success should cause astonishment, it must be recalled that hitherto the Boston shows have been small, local affairs, of interest only to those in that vicinity. The New York event is a national show, under the auspices of the national association of makers; the manufacturers are the exhibitors, the new models are publicly displayed for the first time and the business done is of the wholesale variety, the sale by the makers to the retail-

The Boston show remained a local affair this year in that it was given by the Boston Automobile Dealers' Association and after the national shows, but in all other respects it was unlike a local show because it had outgrown the proportions and characte. istics of such affairs. The Boston dealers hired the biggest place in town, one which has a floor space nearly double that of Madison Square Garden. They invited the power. boat men to join them and together a list of 370 exhibitors was made up, as against one of 225 for the show in Madison Square Garden, and the double floor space was well filled, but not crowded to an uncomfortable extent. Usually only a fraction of the cars seen at the national shows are to be found. seen at the national shows are to be found in the local exhibits, that portion representing the makers whose products sell in that locality and only one or two cars of each make. At Boston only a very few, if any of the makers were without representation, and there were several newcomers in the industry from New England. Usually, again, the manufacturers do not contribute to the exhibits at local shows, but at Boston there were exhibits sent on from nearly all the factories, including those special displays of bisected engines which expose the internal workings, hand polished chassis, glass panelled bodies revealing the mechanism and other special features made for exhibition purposes at the national shows. on at the national shows are to be found-

gass paneled bodies revealing the mechanism and other special features made for
exhibition purposes at the national shows.

The most interesting innovations and the
particular sensations of the show were two
cars which in the features they introduce
presage the coming fulfilment of predictions made by enthusiasts of the ideal car
of the future as one from which all the
unsightly and cumbersome levers, starting
crank, and even steering wheel, shall be
abolished and the vehicle controlled by
electrical devices operated from push buttons as easily as a call bell is new. This
prediction was doubtless based largely on
the fact that for large trucks steering devices operated by electro magnets have
been developed and that electric gear,
changing devices have been brought out,
though not adopted to any extent.

In both the two new cars seen at the
Boston show the gear changing levers have

Boston show the gear changing levers have disappeared, and in one of them the starting crank is entirely abrogated. Both machines are Massachusetts products. In the Sturtevant, made in Boston, there are three sets of speed gears, and they are absolutely automatic, changing with the speed of the engine.

on the opening right, when all the scats-in the gallery of the grand hall were filled and there was scarcely room to move about anywhere in the building, the police had to anywhere in the building, the police had to close the doors and the count of tickets afterward showed an actual attendance of more than 47,000 in one night. Telegrams began to fly to the factories and everywhere summoning the principals of concerns to this "local shew." It was too hig an affair to be left entirely to the local retailers. Something had broken local which put the Boston show on a different level from what it had formerly held, and the rest of the week the personnel of those regularly in attendance suggested a maregularly in attendance suggested a na-

tional show.

This sudden leap of the Boston show is significant of the fact that as an automobile centre the New England metropolis, has become the rival of New York, and the most logical explanation of it is, not the wealth nor the enthusiasm of the populace, but the good roads that abound in alabsachusetts and make automobiling a higher pleasure and of greater utility than in the Empire State.

Empire State.

Another thing of interest brought out by the show is that New England is gaining prominence as a centre of the automobile industry, for most of the new cars and accessories shown were from New England

accessories shown were from New England factories.

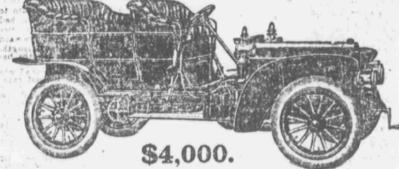
Some interesting developments in air cooled engines were shown. In the case of the Corbin, car fans are located above the cylinders, so as to blow a cooling blast along them vertically. In the Frayer-Miller car the cooling fan is encased in front of the engine like a blower and the blast from it is carried through an aluminum conduit up over the cylinders and fed down around each of them by means of a cap resembling a thimble. On exhibition this seemed very effective.

From this it would appear that hereafter the Boston automobile show will be one to be reckoned with by those who would keep posted on development and by those who wish to feel the pulse of the public at the beginning of the spring.

In another year it is probable also that Boston will have a motor boat show of its own, as the one run in conjunction with the automobile show was too large to be



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made a subordinate attraction. It was, numerically, the largest display of power boats ever seen anywhere. One of the visitors was Capt. J. A. H. Dressel, manager of the Sportsman,'s Show in New York and his remarks on the boat display are a sufficient characterization of it. He said:

"I find here models from two Western motor boat builders, the Racine and the Truscott. I also find one of New York's big builders here, the Panhard Hull, built by the Electric Launch Company of Bayonne, N. J. All the rest of the boat part of the show is composed of New England makes, and the most interesting feature of it all is the way the power dory predominates. This type of boat, so peculiarly New England in its form and construction, not to say use, would have created a furor at the New York show. We expect many of the New York show. We expect many of the New England builders to exhibit there next year, and New Yorkers will have the pleasure of not only looking at but buying a Yankee dory. Why, the very names of these dories make a man hunger for the water, after the long and orduous winter we have had: Cape Cod, Glotheester, Swampscott, Pea Pod. At the New York show we had many New England and Western makers of motors exhibiting. I find nearly all of them here, with some additions from both sections. With the and Western makers of motors exhibiting. I find nearly all of them here, with some additions from both sections. With the various motor boat races that are scheduled and the cruising tours that are promised, although I am here a prophet in a strange land. I venture to say that New England will have the greatest motor boat season that it ever had."

WINTON MOTOR BOAT RACER.

One of 150 Horse-Power, to Show Thirty Miles an Hour, Building for L? R. Speare. From Boston comes the news that Alexander Winton, the automobile inventor and designer, is to try his hand at motor posts and that a racing craft is now being built at the Winton factory for Lewis R. Speare of Boston, president of the Bay State Automobile Association. Mr. Winton, in common with others prominent in the automobile industry, arrived at the Boston show the latter part of the week and was inter-

the latter part of the week and was interviewed on the subject, though be parted with information reluctantly.

According to him the boat will be 40 feet over all, with a beam of 48-10 feet and have a 12-cylinder sugine of 150 horse power. It is being built to show a speed of thirty miles an hour. It will have an extra strong frame with a hull of quarter inch mahogaby and when completed will weigh in the neighborhood of 4,000 pounds.

UNCLE SAM AND AUTO RACING. Department of Labor Purnishes Tide Table for Florida Reach.

order that there may be no mix-up about the tidal conditions at the races on the Florida beach next white, downtiment aid has been sought and the Department of Commerce and Labor has furnished Anderson & Price and Labor has furnished anderson & Price of formond with as official tide table for the most has of January, and February, so that there will be some one to put the blame upon if the brace 15 not bare at the proper time. The week of Jan 22, 1896, has been selected as the one preferable for the races, and the periods of lew tides at that time, according to the Government chart, will be as follows: Jan. 22, Monday, 1836 A. M. to 2:50 P. M.: Jan. 23, Tuesday, 9:45 A. M. to 3:45 P. M.: Jan. 24, Wednesday, 19:15 A. M. to 5:15 P. M.; Jan. 26, Friday, 12 M. to 6:45 P. M.; Jan. 27, Saturday, 12:43 P. M. to 6:45 P. M.; Jan. 27, Saturday, 12:43 P. M. to 6:45 P. M.; Jan. 27, Saturday, 12:43 P. M. to 6:45 P. M.; Jan. 27, Saturday, 12:44 P. M. to 6:45 P. M.; Jan. 27, Saturday, 12:45 P. M.; Jan. 28, P. M.; Jan. 28, P. M.; Jan. 29, Priday, 12:48 P. M.; Jan. 27, Saturday, 12:48 P. M.; to 6:45 P. M.; Jan. 27, Saturday, 12:48 P. M.; to 6:45 P. M.; Jan. 27, Saturday, 12:48 P. M.; to 6:45 P. M.; Jan. 27, Saturday, 12:48 P. M.; Jan. 28, P. M.; Jan. 28, P. M.; Jan. 29, P. M.;

Tables Turned in Auto Patent Negotiations. A week or ten days ago it was reported that gasolene engines of two cylinders or more, had been or was being acquired for the use of the independent automobile makers, but has now leaked out that the tables have

been completely turned and that the patent has been captured, or an option of purchase on it has been obtained, by persons who will turn the patent over to the Association of Licenseed Automobile Manufacturers, should that body, which controls the Selden patent licenses, desire to add this ignition patent to its holdings.

It seems that a Cleveland manufacturer was negotiating with the owner of the patent and attempting to form a syndicate of independent makers to buy it in, but that those having interest in the licensed body stepped in and obtained a legal option by putting up cash and getting a written agreement.

Racing Autolsts Hard to Separate. The committee of the A. A. A. racing board appointed to draw a line between amateur and professional automobilists are receiving o great encouragement in their task, and ere is so much sentiment against the drawing strict lines that it is doubtful if any is

drawa.

It is generally conceded that automobile racing is unlike other sports, and the field of racing competitors is at present hardly large enough to permit of their being separated into several classes and having the classes large enough to furnish good sport. Chairman Merrell of the racing board is himself inclined to discourage the proposition.

NOTES OF THE TRADE.

What's Going On in Automobile Circles. There is no question that the Truffault-Hartford suspension, which sprang into prominence when Leon Thery won the James Gordon Bennett race last year, has found a permanent ace in the equipment of the automobile, and thi he excellent condition of the tires on the Richard Brasier was in great measure due to the suspen-sions. It is a noted fact that many valuable cars are laid up indefinitely because the spring makers cannot supply the demand for springs to replace broken ones. A spring is never broken on the downward or compressing stroke of the spring. because the stroke is limited and the various leave are pressed together, thereby reenforcing each other. On the rebound, however, the entire strain comes on the top leaf and there is nothing to limit the play. This is where the suspension comes in it corrects the violent recoil by absorbing it and it is next to impossible to break a spring equipped with a shock absorber. Four suspensions are applied to a car, and as they absorb all shocks which would otherwise be transmitted to the occu-pants of the car, not to mention the motor and the their use becomes The value of this invention was well demonstrated at the recent meets at Ormond and Cuba, nearly all the winning cars being equipped with it. The manufacturers of the Mercedes, F. I. A. T., Richard. Brasler and Ruget are among the prominent for or and Reget are among the prominent for-cign makers who are equipping their entire output, and E. W. Hartford, the president of the company manufacturing the suspension in America, says the factory is working night and day to meet the demand of the trade over here.

An interesting sign that attracted considerable attention from passers by in front of Symphony Hall in Boston one evening last week was a Knoz runabout covered with ice. Each wheel was a disc of ice: slush and mud, frozen hard, covered the body, leicles hung from the fenders and the guards were a solid mass. About 2 o'clock in the flarmon of the same day Mr. Jones and Mr. Bay. afternoon of the same day Mr. Jones and Mr. Ray-mond started from the Knox factory in Spring field. The roads were in horrible shape, especially so between Springfield and Worcester. Often the mud and slush rose to the hubs, and the hills made nasty climbing. The runabout, however, behaved excellently, and they arrived in Boston in a little over six hours. over six hours.

The 90 horse-power F. I. A. T. racer of William Wal-The 20 horse-power F. I. A. T. racer of William Wallace, the Bosten sportsman and amateur automobilist, with which he achieved many successes since last summer, was one of the star attractions at the importers' Salon in Boston. This car and the 120 horse-power reconstructed Mercedes of H. L. Bowden came in for extensive admiration. Apropos of the new 100 horse-power F. I. A. T. racer which Mr. Wallace has ordered from Hollander & Tangeman for the Vanderbilt cup race, two other gentlemen well known in racing circles have ordered two well known in racing circles have orde F. I. A. T. racing cars to be delivered in July and pro-pose to enter them in the Vanderbit cop race. Mr. Wallace will enter his 90 horse-power car in the Commonwealth Hill climb and Lakewood races.

Major C. J. S. Miller, member of the New York Athletic Club and the Automobile Club of America, is the latest well known man to purchase a Royal. Major Miller has ordered two cars from C. A. Duerr, one a limonsine, the other a regular touring Royal Tourist. The limousine is to be painted and uphoistered in royal blue; the touring car is to be painted in French gray, and striped and uphoistered in red.

The Locomobile Company reported a very gratt-fying week at the Mechanics Hall, as sales were made every day of their high grade douring cars to prominent residents of Boston and vicinity.

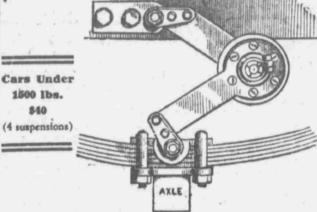
which would be set up otherwise.

Two DeCauville racing cars of 100 horse power will represent the Standard Automobile Company in all the coming meets this season. E. S. Birssall, the incchanical engineer of the company, has given the construction of the racers close attention and will turn out machines that will stand up beneath the strains that the present records have made necessary. The Societé DeCauville will cooperate with Mr. Birdsall in turning out a car that will be as great a credit to them, as the 40 horse-power racer has always been. This & horse-power racer has always been. This there years and is in as good condition to day as when arst turned out of the factory and has invariably captured records in its class.

Dr. Harold E. Thomas of Chicago has ordered a

Of all the recent converts to automobiling perhaps its most enthusiastic is the Hon. Timothy L. Woodruff. He purchased a very handsome F. Fr. A. T. machine from Hollander & Tangemann at the importers Salon and since that time he has been using the reachine right along. This car is fitted with two be lies, one enclosed, for thestre and shop-

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Makes cobble-stones and rough roads

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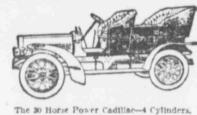
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This car has vertical motors, planetary gears, in oil tight gear case, and has three speeds forward and one reverse. It is good for 50 miles an hour, and is as fine and strong and beautiful as any automobile can be made.

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F. W. Meecham, Commodore E. C. Benedic's pariner, was induced by Winston Churchill, he celebrated novellst of Windsor, Vi., to have the Trufault-Hartferd suspe sion applied to his car. Mr. Churchill advising Mr. Meecham that hie set he had on his car had increased the speed at least ten miles an hour over the particularity rouga roads of Vermont. It is quite interesting to know that the Peerless is the latest company which has decided to equip all its cars with the Trufault-Hartford suspension. At the Boston show, Mr. Burnett was kept busy demonstrating the advantages of the suspension and 172 orders were received during the week.

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The Winton of 1905 differs from other cars. It has many exclusive merits.

All motor and transmission parts can be removed and returned simply by disconnecting detachable half of case. Note that no other manufacturer even claims accessibility.

Positive Lubrication in exact proportion to motor speed. Because oiler is geared to motor. No chance, or splash, or guesswork oiling. No springs, pressure, or needle valves. Absolutely automatic and reliable.

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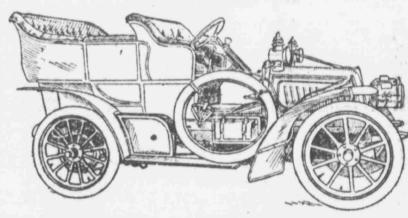
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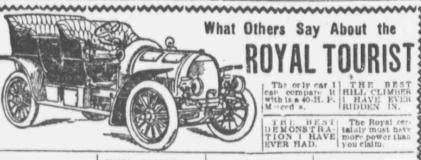
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